

5 MARCH 2004



Maintenance

A-10 WHITE AREA MAINTENANCE

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://www.e-publishing.af.mil>

OPR: 442 MXS/MXMTR
(MSgt William A Muth)
Supersedes 442 FWI 21-127, 1 July 2002

Certified by: 442 MG/CC
(Colonel George D. Burgess)

Pages: 4
Distribution: F

This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. It establishes procedures for the maintenance of the A-10 White Area. These procedures apply to all personnel assigned to the 442d Maintenance Group (442 MG) and 442d Operations Group (442 OG). Superintendents, supervisors, and flight chiefs are responsible for ensuring compliance with this instruction.

SUMMARY OF REVISIONS

This revision changes organizational symbols from Logistics Group (LG) to MG in paragraph 1.2., Debrief Dispatch Section (DDS) to Maintenance Operations Center (MOC) and Fighter Squadron Maintenance (FSM) Inspection Flight to Maintenance Squadron Aircraft Inspection Flight (MXMAI) in paragraph 2.3., FSM to Aircraft Maintenance Squadron (AMX) in paragraph 3.4. A bar (|) indicates a revision from the previous edition.

1. Definition Of Terms:

1.1. A-10 White Area is defined as the white-painted trough inside the cockpit armor which houses the flight control push-pull rods and bellcrank assemblies. Clearances in this trough are minimal. Because of the potential for jammed or stuck flight controls caused by foreign objects, this trough and the adjacent area have been designated as critical areas, and identified by "White Area forward and aft" as illustrated in T.O. 1A-10A-2-27MS-1, *Flight Controls*, Page 1-1, Paragraph 1-3, and Figure 1-1.

1.2. White Area Inspectors are selected individuals who are certified by the 442 MG Commander as responsible for the integrity of the White Area at closing. These individuals will clear White Area Red X conditions after assuring the integrity of the area by monitoring work performed in the compartment and be assured that no foreign material has migrated beyond the area. Inspectors will meet the criteria

of most qualified 2A3X3J personnel and will be designated in writing in accordance with LG # 21-33/OPR. Redesignation will occur annually with approval by the 442 MG Commander.

2. Procedures For White Area Maintenance:

- 2.1. Adhere strictly to the procedures, warnings, and cautions prescribed in T.O. 1A-10A-2-27MS-1.
- 2.2. Anytime the White Area is opened, entered or compromised, a red X symbol and a description of the condition will be entered in the next open block of the aircraft Air Force Technical Order Information Management Tool (AFTO IMT) 781A, **Maintenance Discrepancy and Work Document**.
- 2.3. MOC, the MXMAI and other appropriate work centers will annotate "White Area" in bold print and "Records Action" on all White Area work orders.
- 2.4. Use extreme caution while working in the White Area. Follow precautions listed in paragraph three below, and those from T.O. 1A-10A-2-27MS-1, before and during any White Area maintenance.
- 2.5. Close the White Area only upon clearance from a White Area Inspector. The inspector will verify that all work is correct and no foreign objects are present, and may call for as much additional opening of the compartments for cleaning and inspecting as deemed necessary to ensure the integrity of the inspection.
- 2.6. When documenting manhours in Core Automated Maintenance System (CAMS), enter White Area information in corrective action block, then enter "A" in the records action block. This information will be entered into the "Aircraft Historical Data."

3. White Area Precautions:

- 3.1. Use the "two-man" concept. At least one of the two must be White Area Inspector certified.
- 3.2. Wear pocketless coveralls, or equivalent.
- 3.3. Use only the required tools and parts to make repairs within restricted areas, and assure accountability by counting, tagging or bagging parts. Do a complete inventory of all tools and equipment used before and after procedure.
- 3.4. Cordon the area from the leading edge of the wings to the forward most point of the aircraft nose. Restrict entry into this area to personnel escorted by White Area certified personnel. No other maintenance unless specifically approved by MG and/or AMX officer in charge (OIC)/noncommissioned officer in charge (NCOIC) will be performed in the cordoned area while the White Area is open.
- 3.5. Vacuum and inspect the cockpit for foreign objects prior to opening White Area.
- 3.6. Ensure no hydraulic or electrical power is applied until required.
- 3.7. Take extreme care not to damage pressure sealing of the cockpit while working in the restricted area.
- 3.8. If White Area cannot be closed in one operation, or if maintenance cannot be completed for any reason, install shields or covers with minimum fasteners to temporarily close the White Area sufficiently to prevent foreign objects from entering the White Area.
- 3.9. Ensure that the In-Process Inspection (IPI) is complied with LWC-442FW-60-2 prior to closing.

3.10. Once closure begins, do not permit personnel changes, except for emergencies. The changeover must be properly supervised by the White Area Inspector to ensure integrity of the closing operation.

3.11. If the integrity of a foreign object free White Area is suspected for any reason, the White Area shall be opened, cleaned, and the closing operation started again, voiding all previous work and quality documentation.

PATRICK A CORD, Colonel, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

T.O. 1A-10A-2-27MS-1, *Flight Controls*

LWC-442FW-60-2, *In-Process Inspection Workcards*